AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE OF PAGES
	1 5

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO.(If applicable)
0001	18-Sep-2002	27052667	

6. ISSUED BY CODE N65540
NAVAL SURFACE WARFARE CENTER, CARDEROCK
CODE 3353, ANNETTE BUCCI,
5001 SOUTH BROAD ST.
PHILADELPHIA PA 19112-1403

7. ADMINISTERED BY (If other than item 6) CODE
See Item 6

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)

CODE FACILITY CODE

X	9A. AMENDMENT OF SOLICITATION NO. N65540-02-R-0070
X	9B. DATED (SEE ITEM 11) 28-Aug-2002
	10A. MOD. OF CONTRACT/ORDER NO.
	10B. DATED (SEE ITEM 13)

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

[X] The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer [ ] is extended, [X] is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning 1 copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS.
IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

[ ] A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.

[ ] B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).

[ ] C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:

[ ] D. OTHER (Specify type of modification and authority)

E. IMPORTANT: Contractor [ ] is not, [ ] is required to sign this document and return _____ copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)
RESPOND TO CONTRACTOR INITIATED QUESTIONS

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)	
15B. CONTRACTOR/OFFEROR _____ (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY _____ (Signature of Contracting Officer)	16C. DATE SIGNED 18-Sep-2002

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

Solicitation N65540-02-R-0070 is hereby amended to respond to the following contractor initiated questions:

1. QUESTION: The specification schedule is unattainable for the level of effort required. Can the Navy change the required delivery schedule to 13 to 14 months?

RESPONSE: No, the first units must be installed Sept 2003, the only thing that we could do is waive the first article/shock requirement until the second unit, and back fit any changes to the first unit.

2. QUESTION: Paragraph 1.0.1 of the statement of work requires the replacement of existing governors, governor control systems and voltage regulators associated with the four (4) steam turbine generators.

Please provide the manufacturers and model numbers for the following:
Governor/Governor Control System
Voltage Regulators
Steam Turbines
Generators

RESPONSE:

	LPD 7-9
Governor/Governor Control System	GE Hydromechanical Gov, Model # unknown
Voltage Regulators	GE, Model36NA12A7 MFR DWG 7053F28, MFR ID 3S2000AR102F1
Steam Turbines	GE, MFR DWG# 101E403BA, MFR ID DRV518
Generators	GE, MFR DWG# 7004F17G1, MFR ID 5SJ1718A2

	LPD 12-14
Governor/Governor Control System	Demag Delaval Turbomachinery, Model # unknown
Voltage Regulators	GE, Model36NA12A7 MFR DWG 7053F28, MFR ID 3S2000AR102F1
Steam Turbines	Demag Delaval Turbomachinery, MFR DWG H3025
Generators	Allis Chalmers Corp, MFR DWG# 05-507-631-401

3. QUESTION: There are no separate item numbers for the steam turbine generator governor/governor control systems and voltage regulator equipment. These are significant cost items (4 each/shipset). Can separate line items be set up for the governors/governor control systems?

RESPONSE: Since the governor control and voltage regulator are inside the switchboard, it was determined that they should be included under the same line item number even if the governor actuator is located on the turbine.

4. QUESTION: Paragraph 1.1.0.7 of the statement of work states that bus bar holes shall be 1/32" larger than the bolt diameter. Past applications of MIL-S-16036 for H.I. Shock switchboards allowed 1/16" larger than bolt diameter. This is increased to 1/8" when 5" or larger bus bar is bolted. Many of the LPD-4 Class bus joints will be multi-piece with multiple bolt patterns. The 1/32" oversize is almost impossible to achieve with punch-press machinery. Can the previously used MIL-S-16036 values be inserted into the specification?

RESPONSE: The statement of work is hereby modified to allow 1/32-1/16 inch larger holes for bus bars <5" or 1/16-1/8 for bus bars >=5".

5. QUESTION: It is our opinion that first article testing will require 13-14 months to complete. The switchboards must be fully cabled (power cables) to a production configuration for both shock and vibration testing. It will be necessary to design and manufacture a foundation system for each shock/vibration

switchboard to order to route and terminate cables. Cabling of similar switchboards on DDG-91 COTS switchboards required two (2) calendar weeks of effort. Experience on previous programs indicates the first article test program for shock, heat rise, short circuit and EMI is a 4-5 month effort alone.

The requirements of Paragraph 2.1.4 to conduct heat rise in a 54 degree C draft-free environment requires a large special chamber (switchboard length 16.3"). We are not aware of any laboratory in the U.S. that has a chamber of this type and the power necessary to simulate the full load condition. Will the Navy accept a test at an ambient temperature of 22 degrees to 25 degrees C?

RESPONSE: First Article testing may be waived for the first unit if the manufacturer claims that the time-table cannot be achieved with first article testing in place. However, this will have a negative impact during the source selection process. It would defeat the purpose of the heat rise test if it were conducted at ambient temperatures. This test must be completed as specified in the statement of work.

6. QUESTION: The Ship Service Switchboards are normally fed from two generators (1200A x 2) on two separate busses. The main bus is split, separated by an internal bus tie breaker rated for 1600A continuous. In the event that the total power (capacity of two generators) was distributed through the distribution breakers in the switchboard, then no current would flow through the bus tie breakers (reference paragraph 1.1.1.2.). We believe the Navy must provide specific guidance for the heat rise test loading configuration to eliminate misunderstandings that have occurred on the DDG-91 COTS program.

RESPONSE: The heat rise test shall be conducted in what is considered the worst case operating conditions that may be seen aboard ship.

7. QUESTION: Section C, Paragraph 1.2.7 of the statement of work lists parameters to be monitored by the EPCC. We note that the solicitation requires many of these parameters to be made available via an RS485 port. Are we to assume that all parameters will be listed in Amendment 002 to solicitation N65540-02-R-0050 will be available to the EPCC via RS485?

RESPONSE: No

8. QUESTION: Section C, Paragraph 1.2.14.4.2. states that the government will provide the 4-20ma sensors for certain tank levels. Paragraph 1.2.14.4 states that the contractor shall "recommend.....sensors for Government supplied data....." Please clarify the status of the sensors for all other parameters listed in Paragraph 1.2.7 (not included in the SS/EDG list mentioned in question 6.) We assume that the Government will provide (using contractor recommendations) and install all needed sensors to the mounted on machinery, piping, etc. Are we correct?

RESPONSE: Yes

9. QUESTION: Section C, Paragraph 1.2.14.2 requires the EPCC data acquisition system to provide control output contacts (relays) capable of switching 5 amps @500V. The remainder of this section states ".....for controlled analog functions." Normally, we use contact outputs to control motor controllers which we define as digital (ON/OFF) functions. We would use voltage (+/- 10 Vdc) or current (4-20ma) outputs to control analog process loops. Please clarify.

Additionally, we expect to interface control relays in respective motor controllers. Normally these control relays are powered by 115Vac or lower voltage. By asking for 500V rated contacts, are we to assume that we have to control 440ac circuits? If the circuits are to be 115Vac (control power), will output relays with contacts rated for 5 amps @ 250 Vac be acceptable?

RESPONSE; The specification calls for a set of contacts rated for 5A and 500VAC, therefore it is the Navy's requirement. Two sets on contacts rated for 250VAC and 5A to be wired in series is the only modification that the Navy would find acceptable. No. No.

10. QUESTION: Paragraph 1.2.14.4-We assume that "contractor" in regard to this paragraph is the diesel/generator contractor because we have no way of determining what is compatible physically or functionally with this scope of supply?

RESPONSE: The contractor that receives the bid for solicitation must provide the government with any recommendations that may be applicable to ensure that the sensor that the government furnishes will be compatible with this specification. This will in most, if not all, cases be in reference to the output of the sensor being compatible with the inputs for the equipment proved under this solicitation.

11. QUESTION: Paragraph 2.1.3 states that shock qualification is required in either the deck or hull mounted configuration. The U.S. Navy must advise what the mounting is. The mounting deck and/or hull have significant impact on shock test costs. We will also require orientation data (athwart ship and/or fore & aft).

In the event that deck mounting is applicable, the Navy will have to waiver the deck fixture mounting requirements. We have been advised in the past that only the center 14' of the 20' deck fixture length can be used for mounting equipment. The Ship Service Switchboards are 16.25' long and can only be loaded in the barge facing athwart ship.

RESPONSE: The SWBD shock mounting is dependent upon the actual mounting configuration aboard ship. Currently, the mounting configuration appears to call for a hull mounted configuration with the switchboards oriented in the athwart ship direction.

12. QUESTION: Paragraph 2.1.4 states that the maximum ambient environment is 54 degrees C, which we assume, is the testing environment. This only permits an 11-degree C rise (65-degree C maximum interior air temperature).

Has the Navy conducted any analyses that would indicate that the switchboard surfaces and volumes provide adequate cooling for the 80% loading condition? Are you willing to share that data with the bidders at this time?

RESPONSE: No analysis has been conducted by the government.

13. QUESTION: Schedule B states that the quantities shown are estimates. Therefore, the contractor is asked to offer multi-ship pricing for specific years when the government may, or may not, buy those quantities in those years. We suggest an alternate format: Price equipment and services for various quantities (for example 1,2 or 3 shipsets). This would be Base year pricing for multiple quantity options. Then stage an escalation to be used for future year option years.

RESPONSE: It is the Government's intention to keep Section B as specified in the solicitation. There are option years, therefore escalation can be used for future years.

14. QUESTION: The Ship Service Switchboards will be 16'3" in length. Will it be possible for the shipyards to handle these switchboards in one piece? Estimated weight is 11,000-12,000 pounds.

RESPONSE: No, the switchboards will need to be shipped in sections and assembled onsite.